After some discussion, the War Cabinet decided upon the following course of action :—

(a) The Shipping Controller should extend the requisitioning of tonnage at Blue Book rates so as to make it general and as nearly as possible universal, and that the cases to which requisitioning did not apply were to be justified only by exceptional circumstances.

(b) The Shipping Controller should report to the War Cabinet weekly, or at regular intervals, the progress made in this matter.

(c) The profits should be dealt with in a manner corresponding, *mutatis mutandis,* to that adopted in the case of the railways, i.e., by assessing the profits by the average over a period of time preceding the War, and that the Shipping Controller should be asked to report to the War Cabinet as to the effect of taking for that purpose the average profits made during the two, three, four and five years, respectively, preceding the War.

Decision of the War Cabinet

These decisions brought practically the whole of our shipping under national control for the period of the War.

The Controller's report on the way these decisions had been carried out was considered by the Cabinet on 10th and 11th April. The Controller was able to report that practically all the mercantile fleet of the

Universal carried out

country was now
under requisition at Blue Book rates, and
after examining the figures for rates of
shipping before
the War, the Cabinet decided
that:—